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MFSA VESSEL RESPONSE PLAN COLUMBIA AND WILLAMETTE RIVERS SHIPBOARD FIELD GUIDE

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Figure A.1 FIELD GUIDE

COLUMBIA AND WILLAMETTE RIVERS, STATES OF OREGON AND WASHINGTON

Keep this checklist where it can always be located by vessel personnel!

ATTENTION: This "Field Guide" - Emergency Procedures Checklist must be on board the vessel prior to entering the States of Oregon and Washington, which begins 3 nautical miles out from the mouth of the Columbia River, and posted at all times. This document replaces all prior "on-board" field guide documents. The vessel Owner or operator, as the Responsible Party ("RP") for a spill, must follow this Field Guide in the event of a spill or threat of a spill. As defined in the Plan, a threat of a spill or a "vessel emergency", is a substantial threat of pollution originating from a vessel, including loss or serious degradation of propulsion, steering, means of navigation, primary electrical generating capability, and seakeeping capability.

The notifications required in this Field Guide should be made by an "Authorized Representative" which is the individual authorized by the Owner to act on the Owner's behalf with respect to the Plan, including the Master, the Agent, the QI and the P&I Club representative or another person specifically authorized by the Owner.

OIL SPILL RESPONSE – EMERGENCY PROCEDURES **EVERY SPILL OR THREAT OF A SPILL MUST BE REPORTED** Fines and/or imprisonment for failure to report oil spills are possible.

1. RP ACTIONS:

Stop Flow of Product: Quickly close valves and secure.

Notifications: Designate Authorized Representative to make RP REQUIRED NOTIFICATIONS (see Section 2 below) and immediately continue with RP ACTIONS, or designate vessel personnel to continue RP ACTIONS and immediately make RP REQUIRED NOTIFICATIONS.

Shut Off Ignition Sources: Kill motors, electrical circuits, open flames, etc.

Warn Personnel: Enforce safety and security.

Initiate Containment: Deploy on the deck and/or in the water – oil boom or sorbents.



DO NOT use dispersants on the oil spill. To do so without governmental approval will result in fines and/or imprisonment.

2. RP REQUIRED NOTIFICATIONS - An Authorized Representative must make the following calls:

MFSA: Dial MFSA's 24-Hour Emergency Line, 503-220-2055 or hail MFSA on radio channels VHF 16 (156.8) or VHF 18A (156.9) using call sign "WHW 656". MFSA will ask a series of questions regarding incident information.

US Coast Guard National Response Center: 800-452-0311 or 202-267-2675. Use Figure A.2 to provide incident information.

Oregon Emergency Response System ("OERS"): 800-452-0311 or 503-378-6377. Use Figure A.2 to provide incident information.

Washington Emergency Management Division ("WEMD"): 800-258-5990 or 253-912-4904. Use Figure A.2 to provide incident information.

3. MFSA REQUIRED NOTIFICATIONS - MFSA will make the following calls:

Incident Commander: Responsible for leading all aspects of the response. (MFSA designated IC will serve until relieved by the RP Authorized Representative, up to first 24 hours).

Primary Response Contractor: Provides immediate response under direction of IC with pre-staged equipment, vessels, and personnel for containment, recovery, cleanup and disposal.

Agent: Reminder of vessel liability & responsibility to have RP Authorized Representative assume IC role within 24 hours.

QI: To keep RP apprised of current response, ensure a smooth transition, and coordinate call out of OSRO resources named in Federal VRP as necessary

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Figure A.2 INITIAL OIL SPILL REPORT (NOTIFICATION)

per 33 CFR 155.1040(b) [OPA-90 / VRP], and 33 CFR 151.26(b)(3) [SOPEP] – IMO Telex Form Accepted

INITIAL OIL SPILL REPORT (NOTIFICATION)

NOTE: It is not necessary to wait for all information before making initial notifications.

Reported by (name, title, telephone number, or monitored radio frequency):

Vessel name, size, type, country of registry, official number, and call sign (if applicable):

Towing vessel (if applicable):

Date / time of incident:

Date / time reported:

Date / time of next report:

Location of incident:

Course, speed, and intended track of vessel:

Type and quantity of oil onboard:

Estimate of oil discharged, or threat of discharge; details of pollution or potential:

Nature of incident (e.g. grounding, collision, etc.), and extent of defects / damage:

Weather and sea conditions on scene:

Actions taken or planned by persons on scene:

Current condition of the vessel:

Injuries or fatalities:

ASSISTANCE REQUIRED:

Other pertinent information (continue on reverse side / extra page, if necessary):

NOTIFICATIONS COMPLETED

Date / Time

To: (name and report/incident #):

① MFSA / Incident Commander

② USCG NRC 1-202-267-2675 or 1-800-424-8802

③ OERS / ODEQ 1-503-378-6377 or 1-800-452-0311

④ WEMD / WDOE 1-360-407-6300 or 1-800-258-5990

⑤ QI

⑥ OTHERS (list, use separate sheets)

BY (Name/Title):

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Figure A.3 ESTIMATING THE SIZE OF THE SPILL

SPILL QUANTITY ESTIMATION	
<u>SLICK APPEARANCE</u>	<u>QUANTITY OF OIL SPILLED</u>
Barely visible	25 gallons/mi ²
Silvery sheen	50 gallons/mi ²
Faint colors	100 gallons/mi ²
Bright color bands	200 gallons/mi ²
Dull brown	600 gallons/mi ²
Dark brown	1,300 gallons/mi ²
ALTERNATE QUANTITY ESTIMATIONS (for low light situations)	
Gauge tanks after spill and subtract from pre spill volume	
Volume Loss = (Pump rate)(elapsed time) + Static line and hose contents	

Figure A.4 OIL CLASSIFICATION

Oil Type	Designation	Representative Oils	Diagnostic Properties	Physical/Chemical Properties
A	Light volatile oils	Distillate fuel and most light crude oils	Highly fluid, usually transparent but can be opaque; strong odor, rapid spreading; can be dissipated by agitation	May be flammable; high rate of evaporative loss of volatile components; assumed highly toxic to marine and aquatic biota when fresh; form unstable emulsions; may penetrate substrate
B	Non-sticky oils	Medium to heavy paraffin-base refined and crude oils	Moderate to high viscosity; waxy or oily feel; can be rinsed from surfaces by low-pressure water	Generally removable from surfaces; penetration of substrates variable; includes water in oil emulsions
C	Heavy sticky oils	Residual fuel oils; medium to heavy asphaltic and mixed base crudes	Typically opaque brown or black, sticky or tarry & viscous; cannot be dissipated by agitation	Highly viscous; hard to remove from surfaces; tends to form stable emulsions; high specific gravity and potential for sinking after weathering; low substrate penetration; low toxicity (biological effects due primarily to smothering)
D	Non-fluid oils (at ambient temperatures)	Residual and heavy crude oils (all types)	Tarry or waxy (solid) lumps	Non-spreading; cannot be pumped without pre-heating or slurring; initially relatively non-toxic.
<p><u>Opaque:</u> Cannot see through coating of oil. <u>Waxy:</u> Feels sticky but is not sticky; can be easily wiped off fingers with a cloth; can be viscous. <u>Solid Lumps:</u> Doesn't flow; can have solid consistency or be soft like putty. <u>Sticky or Viscous:</u> Oil is very sticky, has a thick consistency; not easily removed without using detergents.</p>				

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Figure A.5 FOLLOW-UP REPORT

When significant changes to the initial information occur and a follow-up report is required per WAC 173-182-250(4), the IC is to complete this Follow-Up Report and provide the updated information to the following agencies:
USCG National Response Center – (800) 424-8802 / (202) 267-2675
Oregon Emergency Response System – (800) 452-0311 / (503) 378-6377
Washington Emergency Management Division – (800) 258-5990 / (253) 912-4904
Vessel Owner/Agent/QI – See Arrival Notice

Vessel Name:		
Date of Incident:		
Location of Incident:		
USCG Incident Report Number:		
State(s) Incident Number: (if applicable)	OERS:	WEMD:
1.	Provide additional details on the type of oil on board:	
2.	Provide any additional details on the condition of the vessel and the ability to transfer ballast and fuel:	
3.	Provide additional details on the quantity, extent, and movement of the pollution and whether the discharge is continuing:	
4.	Report any changes in the on-scene weather or sea conditions:	
5.	Provide details of any actions being taken with regard to the discharge and the movement of the ship:	

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TT (contact details of ship's owner/operator/agent)

UU (ship size and type)

Length: _____ (m) Breadth: _____ (m) Draught: _____ (m) Type: _____

XX (additional information—**ATTACH ADDITIONAL SHEETS, IF NECESSARY**)

Brief details of incident and reporting party:

Need for outside assistance:

Actions taken to correct/mitigate the situation:

Number of crew, injuries, or fatalities: _____ Crew _____ Injuries _____ Fatalities

Details of P&I Club and local correspondent:

Spill Location: City _____ State _____ County (if known) _____